

DIESEL TORQUE

AADS



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Executive Officer Don Blanksby

Registered Office - AADS Inc.

P.O. Box 6027, Melbourne, Victoria 3004

Phone: (03) 9536 3121 Fax: (03) 9525 3656

Email: info@aads.com.au

Web Page: http://www.aads.com.au

Editor, *Diesel Torque* Mick Ran

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THIS year the convention theme *Reducing Vehicle Emissions* is probably the most timely and significant theme we have used. I say this because of the concerted efforts of Federal and State governments and local councils to encourage Diesel fleet vehicle operators to change to vehicles powered by LPG and CNG gas fuels. The cash and discount incentives being offered to these operators to change over are making it very attractive indeed.

The reason this is happening is because of the worldwide concern of the increase in Greenhouse gases and vehicle exhaust emissions. The diesel engine in Australia is being singled out for one main reason, its visible exhaust smoke emission.

Twenty years or more ago the language among diesel injection repair shops was "Give it a bit more fuel until she smokes, it won't go if you don't". Well today this is not on. We have been told over and over again by speakers from the major manufacturing companies, that we must use genuine parts, have the correct test machines and equipment and strictly adhere to manufacturers test specifications in all our repairs.

Are we guilty then in harming our own industry? I think we are. How many of us are still trying to repair and test pumps and injectors we don't have the equipment or specifications for? Why don't we send them to one of our members who can do the job properly? There is no shame in doing this, instead we are doing the right thing by our customer and ensuring the reduction of diesel emissions at the same time. We will also make more money, as the job will not come back to haunt us because it was not done correctly.

Another area of concern where there are large amounts of visible diesel exhaust smoke is in the after market Turbocharger fitting business. I am sure I will cop a fair bit of flak over my comments here, but I am prepared to defend them through this magazine or in person at the convention.

There is no way an after market turbocharger can work at its maximum efficiency unless the injection pump has been modified to control fuel input when the boost pressure increases or

decreases. To say that the pump has been adjusted on a Dynamometer is nonsense. A dyno is a tool to measure and compare, it is not a machine to reset or calibrate injection pumps on. To back up my statements here just check out the pump fitted to a vehicle with a factory fitted turbo system. It always has a pump with a boost compensator fitted to it.

A second area of concern comes from the Engine Reconditioning Industry. How many more times do we have to see reconditioned diesel engines not performing to their original power and performance? This is caused in the main by the use of non-genuine pistons and sleeves that do not conform to manufacturer specifications. But who always gets the blame when these engines do not perform properly and emit all kinds of black, blue and white smoke from the exhaust? You, the diesel injection specialist, even though you have used the genuine parts in the pump and injectors, have the correct test equipment and have strictly adhered to the manufacturers test specifications.

Yes it can be a hard business to exist in, even when you try to do it the right way. So don't leave yourself open to criticism and costly legal and comeback repair bills. Do it right or give it to another member who can do it for you. We as an industry must show our customers our unity, our concern that the job is always done right the first time, and that we are most concerned for the environment that we live, play and work in.

I hope to see all members at this convention. There will not be a more serious theme of concern than this one for some time to come. We will be in Canberra, the home of the policy makers. There will never be a better time to show them our strength and concern for the Diesel Fuel Injected engine, and that we are the people who can do something to control the quality of the air and the environment.

Mick Rankin
Editor, *Diesel Torque*,
AADS Inc.



PRESIDENT'S REPORT

THIS will be my last report to you all as president of AADS. Where have the last four years gone? They have passed so quickly and there have been so many changes in our industry it makes you wonder where it will end up.

I would like to thank the many people who have helped the Board, and myself with the many and varied items we have had to contend with during my time as President.

Special thanks to Mick for his continuing dedication in the production of *Diesel Torque*, and for making sure that all the Branch, TECC and my President reports are edited into readable English.

To all the Board Chairs thank you for your input, cooperation, representation of your members and for your attendance at meetings and Conventions. I just hope that all members realise what a great job you do on their behalf.

To John Moir and the TECC committee thank you for continuing on the important task of updating and creating new training courses.

I would like to give extra special thanks to Don Wilkey. Don convinced me to stand for President and thanks to his advice and support I have enjoyed this time in the chair as one of the best experiences of my career. It has taken my business life to a new level with the many new contacts I have made, and it has shown me that every member, if given the opportunity, should try to be elected to the Board, and maybe go on to represent the industry as AADS President.

I am extremely confident that Mike Hurley as the incoming President will do a super job. He has many new ideas and, as the first AADS President from New Zealand, I wish him well and hope you will all support him in his endeavours.

Looking back, the Presidency has taken me on a remarkable journey. I have met people in the industry from around the world. I have made friends with them and enjoy their company at Convention time. I thank them and our Australian OEM and marketing members for their continuing support of AADS.

I will still continue as a member of the TECC Committee and Emissions Committee. Many thanks to Alistair for his work as Chair of the Emission Committee.

Now to the people without whom this Association could not operate. I refer to Don, Bev, Blanksby and their staff, in particular Car, Angela and Carmel. Their efforts on the Convention organisation, the issuing and collection of membership fees, the building of the AADS website, the notes and minutes of meetings that are provided to members of the Board and the formation of the annual budget and the controlling of association finances, all produced in a very professional manner. I cannot thank them enough, but on your behalf congratulate them on a job well done.

Thanks again to all members for your input and friendships. It has been a privilege to be your President and a wonderful experience I will never forget. I look forward to seeing as many of you as possible in Canberra. It is a very important Convention and we hope it will give us the recognition we need of our industry to government and other organisations.

John Brook,
President,
AADS Inc.



POSITION VACANT

A **Diesel Fuel Injection Technician** is required for busy workshop in Cairns, North Queensland, holding all major service dealerships. This is a permanent position offering excellent wages and conditions

Please reply to **John Ryde** - Phone **(07) 4051 2386** (Bus. Hrs) or **(07) 4054 2179** (A.H.)

EXECUTIVE OFFICER'S REPORT

Elections

The round of branch elections is now complete with the results of the New Zealand election:

CHAIR	Wayne Dunning
VICE CHAIR	Matt Hubbard
SECT/TREASURER	Fateh Mohammed

President

There was only one nomination for President of AADS, therefore the nominee is declared elected as President following the 2001 convention:

Mike Hurley
Diesel Services (Auckland) Limited
Ph: + 64 9 525 0830
Fax: + 64 9 525 0841
Email: maxshona@ihug.co.nz

We congratulate Mike and look forward to him taking the position at the convention.

Mike has been a great stalwart of the AADS where he has contributed as Chair of the New Zealand Branch and as a Board Member and Vice President over many years. Mike's dedication to the industry is well recognised and this position provides an opportunity, together with his Board, to steer the direction of the AADS during his term.

Mike is a person who believes that if you want to have input to the direction and health of an organisation standing back and saying 'they' can do better is not a solution. We all are the 'THEY' and all members should be involved at Branch level and at open forums and conventions to express their views and contribute to the health of the AADS.

John Brook has served two terms as President and capably steered the AADS successfully in a changing business environment. His leadership has been appreciated. He has the knack of being approachable to all members and his genuine concern for the industry and members has been to his great credit and for this we thank him. John looks forward to seeing you all at the convention in Canberra.

2001 Convention

'AADS REDUCING DIESEL EMISSIONS'

The theme for the convention is "AADS REDUCING DIESEL EMISSIONS". First class industry speakers from the USA and UK will address the subject along with speakers from the National Environment Protection Council to present to us the latest on this critical issue for our industry. Business and technical presentations on new approaches and equipment will add to the main theme of the Convention giving us an update of all issues that will help us towards managing our businesses.

Trade Displays

The Trade Displays of new equipment will be one of the best yet with 3 new test benches being demonstrated along with new tooling and products vital to the running of your business. Take this opportunity to buy Convention specials and make equipment buying decisions. Ample time will be available to view these Trade Displays in an exhibition hall of 7,000 sq. ft.

Donald C. Blanksby,
Executive Officer, AADS Inc.



WESTERN AUSTRALIAN BRANCH REPORT

HELLO members, the next meeting to be held in WA is scheduled for February 24 and is sponsored by Atkins Diesel. With a golf day organised after the meeting it should be a good time for all. So far the numbers attending look promising with some new members coming aboard.

At our last meeting training was discussed and a questionnaire organised as to what courses would be preferable to the members. That is now complete and Reg Donaghue has been

contacted as to when he would be available to hold training in this state for the first time. This will be on the agenda at the meeting and if numbers permit will be organised in the near future.

Best regards,

Gavin Jones
W.A. Branch Chair,
AADS Inc.



VICTORIAN AND TASMANIAN BRANCH REPORT

I WOULD like to take this opportunity to apologize to the Victorian-Tasmanian members, as I have failed to set an agenda for this year's meetings. This is a matter I hope can be rectified after the convention.

Due to this, we have missed the opportunity to have a meeting before the Annual Convention, so it would be a great pleasure to see a good attendance at the convention. Please make the effort as Canberra is well within our reach and the convention theme should be of interest to everyone.

Over the past weeks I have been endeavouring to contact all the branch members personally, to gain input as to what would create some interest, and would qualify as a successful meeting.

I have received only mild enthusiasm to any of the training courses currently available, but have received some interest on a presentation on the working principles of the Lucas DP200 series of

injection pumps.

I would appreciate the assistance from any of the members who have experience with the workings of this particular injection pump, to help to collate the necessary information to deliver such a presentation.

I would also like to hear any suggestions from the Victorian-Tasmanian members, as to a suitable venue in your area, or the use of your workshop facility to host such a meeting. I would consider holding this meeting during the end of June to July period, so if anyone has a preference, for or against any of these Saturdays please let me know so I can try and work around them.

See you at the convention.

Wayne Baskerville,
Victoria/Tasmania Branch Chair,
AADS inc.



SOUTH AUSTRALIAN BRANCH REPORT

HAPPY New Year! And I would like to extend my best wishes for a prosperous New Year.

On a state level, we held a meeting on-board the Barossa Wine Train during November and discussed the EPA proposal.

We are going to organise a social golf day to be held in Murray Bridge during April, this will include a meeting and an award presentation after the golf. Our golf days have been a great day out in the past and I am hopeful that this one will be as successful.

Looking at the program for the AADS convention 2001 in Canberra, I noticed that there is to be an RLDK Governor course running on Friday 23rd March. If you need to do this course then maybe prior to the convention will be a convenient time for you.

This convention is all about emissions and how

we can reduce them. Having the know-how reducing diesel emissions is going to become essential to your future livelihood.

For those who are early risers, there is an optional hot air balloon flight available Sunday morning. I have done a hot air balloon ride previously and loved it. The cost is approximately \$195 per person and includes flight, a gourmet breakfast and champagne. If you are interested please contact Don Blain as we are entitled to a group discount if we get enough numbers.

Hope to see you there.

Trina Wilkey
Branch Chair,
SA & NT Branch, AADS Inc.



POSITION VACANT

A Diesel Fuel Injection Technician is required at Geelong Diesel, Victoria. Must be fully conversant in the repair of most makes of Diesel Pumps and Injectors.

Please phone **Carl Alexander - (03) 5278 2164**

NEW SOUTH WALES BRANCH REPORT

THE NSW branch meeting was held at the southern highlands town of Bowral in the beautiful areas of Moss Vale and Mittagong. Saturday morning was spent around the town and for some of us, at the Bradman Museum, where we saw the Bradman Oval and a lot of the memorabilia that has been gathered over the years. Certainly worth the time and effort to visit the place.

It was a good attendance and we were pleased to see some of our members who had been unable to attend for some time. Good to see the regulars again, with Pat Umback from The Rock, and Brian Frost from Unanderra.

As guest speaker we had Mr. Roger Portlock, from Detroit Diesel (Aust.), based in Chipping Norton. Roger informed us of the state of the art electronics that DDA are using in all the current range of products marketed by Detroit Diesel.

DDEC 1 was the first generation of EFI used by DDA, then came DDEC 2, DDEC 3 and DDEC 2 1/2, (a combination of DDEC 2&3) and now the current generation DDEC 4.

Marine versions and industrial applications were also discussed. Performance updates, including horsepower, torque, rpm, cruise control, speed limiters and many other features. These were pointed out as being part of the systems available with this type of engine management equipment. It can be set and altered without even touching the vehicle.

Roger had many examples of the product with him. He explained to us why it is not so complex and why we should not be frightened to investigate faults, and to go trouble shooting should the need arise.

To those who chose not to attend, you missed out on a very informative meeting, and as was said by many, it was one of the most informative meetings that we have had in recent times, and would rate along with the best of all meetings. Sadly, you missed out on the information handouts and all the valuable technical talk during the meeting. Sad, Sad, Sad.



The car park meeting on Sunday morning.

The time of fellowship and drinks after the meeting was also valuable, as was the dinner on Saturday night and of course the car park meeting on Sunday morning. A top meeting and a top time were had by all.

Alistair Weller,
NSW Branch Chair,
AADS Inc.



NEW ZEALAND BRANCH REPORT

THE New Zealand elections for our new committee resulted in Wayne Dunning being elected as our new Chairman, Matthew Hubbard as Vice Chairman and Fateh is staying on as Secretary/Treasurer. It is a good team and I wish them well. I have really enjoyed my time as Chairman as I have got to know more of our members personally, instead of just customers or competitors. You are a great group of people.

The Convention in Canberra is drawing very near and if you haven't registered yet, please do it now. If this is the first time that you have attended the Convention, you will enjoy yourself. It is a great weekend. You get to meet people who are in the same industry, some with big shops, some with small shops, but they are all looking for the same

thing. How to get on and make their business work better.

Since the dinners in The North and South Island, things have been pretty quiet in New Zealand. Christmas has come and gone and things are getting back to normal.

This year the New Zealand Convention is in sunny Nelson, in mid September, so I look forward to seeing you all there for what will be a great weekend.

All the best for the next few months.

Mike Hurley,
New Zealand Branch Chair,
AADS Inc.



QUEENSLAND BRANCH REPORT

SOUTH East Queensland fuel rooms have enjoyed a very busy period over the past few months thanks to the introduction of Low Sulphur Diesel.

The Queensland Branch held a very successful first meeting for 2001 at The Watermark hotel on the Gold Coast. The meeting was well supported with a couple of our northern members making the effort to join us, which was very pleasing.

We were fortunate to have three speakers at the meeting.

STEVE MARTIN, from Moreton Institute of TAFE, introduced the new AUR30599 Diesel Fuel Specialist syllabus. It is certainly welcome news to the industry that there is finally a recognised trade qualification for Diesel Fuel Specialists. Steve also explained that the new course is very flexible and can be adapted to the requirements of the trade. For more information Steve can be contacted on (07) 3215 1532 or 0417 007 705.

JODIE BROWN, from Busy at Work, explained that Busy at Work helps coordinate the set up of apprenticeships.

GARY WHITFIELD, from BP Australia, is the chemist for BP and certainly shed some light on Low Sulphur Diesel. It was explained that with the extra processing to produce LSD it lowers aromatics in the fuel. With the lower aromatic the fuel, old seals and o-rings that are near the end of their service life lose their elasticity and subsequently leak. For this reason BP are not expecting ongoing problems with seals.

Our next branch meeting will be held on the North Coast on the 23rd June.

With the Canberra Convention being only way away and the theme being Reducing Vehicle Emissions, I would like to encourage all to attend and look forward to seeing you there.

Andrew Bourne
Queensland Branch Chair,
AADS Inc.



EMISSIONS COMMITTEE REPORT

A MEETING of the above committee took place on 17 November 2000, at the offices of Vipac Pty. Ltd., the company that has taken over the responsibilities and the tasks of Emission Testing and Reporting, from the Victorian State Government.

This Company is involved in contracting their services to the industry, collecting data and reporting on emissions of any type from any source on any product. They are used by many different sections within the industry to enable them to improve the products and lower emissions from these products before they are available to the general public.

We left Vipac and travelled to the EPA testing facility located at Altona. Here we were shown how emission tests are carried out, the processes that are worked through and the compilation of the data that is collected, before it is passed on to the customer.

This information is confidential and supplied only to the customer who requested the testing. This time spent was a valuable exercise in discovering how today's emission figures are assessed, and what work is put into the collection of this data.

We then travelled to the AADS office, where quite some time was spent compiling a submission in response to a discussion paper out by the National Environment Protection Council. This paper was forwarded onto the NEPC prior to the 24th November 2000. The paper was completed and submitted and the report is expected to be released late February/early March 2001.

Present at the Emissions and Pollution committee meeting were, Chairman, Alistair Weller, John Brook, Horst Schnabel, Mick Rankin and David Blanksby.

The committee then moved on to the Victorian Branch meeting, which was held in Carlton. It was good to meet the Victorian members and renew friendships. Reports were given regarding the day's activities and other happenings in the industry.

Alistair Weller,
Chairman
Emissions Committee,
AADS Inc.



AS the first elected President of AADS for the new millennium, I am looking forward to taking over the capable reins from President John Brook.

A Message to Members from **President Elect** **MIKE HURLEY**

John has carried on the good work of former Presidents, who have seen changes in our industry that we could not have foreseen when the Association started 25 years ago. I feel that the changes we will see over the same period of time in the future will be even more exciting and more challenging.

I envisage the need to train our young people, so that we can pass on to them the knowledge and experience that we have and so enable them to embrace the new products they will have to work on. Products that we may have only dreamed about but which I am sure will become commonplace in the near future.

Stringent new emission laws will shape our service businesses in the future. We need to make sure that we are heard at all levels of government on this important issue, or the business we have now will pass us by, as OEM exchange units will leave us out in the cold.

As an association we need to work with the Manufacturers and assist them in the market place, by collecting information on their systems and to meet their standards of workmanship when servicing their equipment.

This will mean an even higher commitment to tooling and training than we have had in the past. Those members, who for reasons of their own, have not or will not install the necessary equipment, or attend the manufacturers and AADS training

courses, might just as well prepare to hang up their tools as they will be left behind.

The industry is moving fast. Emissions are now in the driver's seat and

before long the government will have the laws in place, making sure that the vehicles on our roads meet the right emission standards. If we as an industry can not offer the best service to our customers, then others will and we will only have ourselves to blame.

Our Association is a self-help association. The more you put in, the more you will get back from it. The Board and branch Chairpersons, who are all volunteers, put in many hours of their time to assist you in your businesses. Take a good look at

yourselves and see if there are ways you can assist them. Even attending a branch meeting helps them to feel like it is worth the time and effort.

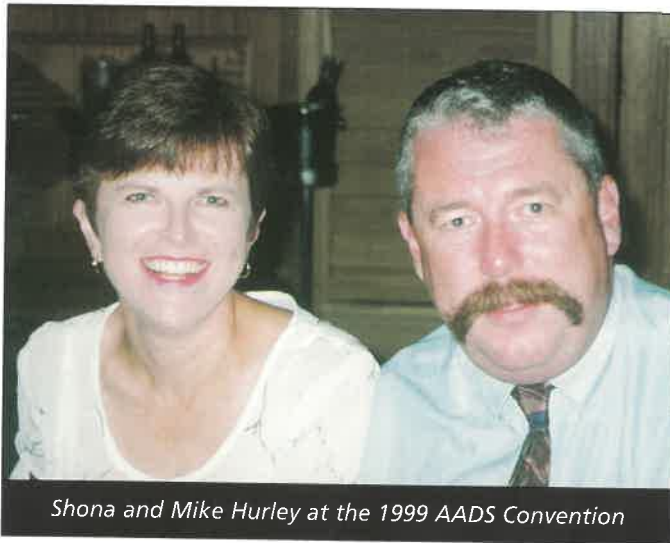
Let us make this an Association that people want to join, because they can see what a great time we have when we meet and get

things done for our members by our members.

I look forward to the next two years leading the Association into the new millennium, following the emissions trail, working with the OEM people and with government.

I want, with your help, to make the Association strong in the market place and an Association we can all be proud of.

Mike Hurley
President Elect



Shona and Mike Hurley at the 1999 AADS Convention



THE NEW NAME IN DIESEL

IN JANUARY of 2000 a new name appeared in the world of diesel - **DELPHI**.

In acquiring the diesel business, Delphi Automotive Systems was proud to take charge of valued brands including those of CAV, Simms, Roto Diesel, Con Diesel and Bryce.

Delphi Diesel Systems, therefore has a heritage in diesel that stretches back over seventy years; today Delphi is a world leader and is at the cutting edge of diesel technology. The business is truly international, with manufacturing and engineering facilities in Europe, South and Central America as well as the Middle and Far East.

Delphi Diesel Systems, Aftermarket operations employs more than 500 people, dedicated to the aftermarket and is based in 9 countries (UK, France, Germany, Italy, Spain, USA, Mexico, Brazil, Pakistan). To fully support customers we have an established international network of more than 3000 diesel distributors trained and equipped to

exacting standards set by Delphi. In serving more than 100 countries and providing a comprehensive package of over 20000 individual part numbers, we are committed to achieving world-class standards of customer service.

Our products are commonly found in all major diesel market segments (cars, light vans, and heavy

commercial vehicles, agricultural, industrial marine). With our leading product development programme, technical support and distribution strength, we are playing a major role in expanding Delphi's global aftermarket presence.

We offer complete service support for Delphi OE diesel fuel injection systems including pumps and repair parts, filter elements and assemblies, nozzles and injectors, EUI (Electronic Unit Injectors), as well as other ranges which include a programme of all-diesel starting aids comprising glowplugs, glow controllers and thermostats. The product ranges are backed up by comprehensive catalogues, parts lists, diagnostic equipment and technical and service information.

THE NEW DIESEL BRAND

NEW PACKAGING & PRODUCT MARKETING

The change to the Delphi brand naturally brought with it a whole new image for everything

associated with the diesel business. The most visible aspects of this change to our customers will be signing a new course programme packaging. At a time of widespread concern over green boxes in workshops already reduced to new deliveries contain products with the distinctive black and red with the red Delphi oval



Delphi Girls at Automechanika, Germany, Autumn 2000



The famous 296 Fuel Filter

The first range to receive the full 'Delphi' treatment including the repackaging of stock within the Delphi warehouses is Glowplugs, which many of you will already have seen.

But there's a lot more to diesel packaging than cardboard boxes.

- Nozzle snap packs go from green to grey; head and rotor tubs likewise.
- Bags for kits and small parts will be printed with the Delphi logo.

Some products are already available in their new image, and by January 2001 all deliveries made from the diesel warehouses in UK, France, Germany, Italy and Spain will be 100% Delphi packaging.

And it's not only what's on the box that's changed but also what's in it!

Starting with current OE products and the most popular service parts, labels, stamps, rolled and printed marks have already been changed to DELPHI. We are working with our suppliers world-wide to implement the many thousands of changes necessary over the coming months.

For many small parts the change will be barely visible but for others you won't be able to miss it.

Take our most popular product, the 296 filter - once CAV blue, then Lucas green and now Delphi red. With ??? million sold in the aftermarket every year the Delphi name will soon find its way into workshops and onto vehicles the world over.

We are already working actively with our customers to publicise this brand change throughout the distribution chain. The message to everyone is that DELPHI on the product and the box means genuine OE quality diesel products from the largest automotive component supplier in the world.

THE WAY FORWARD

In Europe diesel vehicles already make up about a third of the overall parc and this continues to increase. With the world-wide production of on-highway diesel engines expected to grow by 50% over the next 10 years to some 18 million, there is no doubt that the diesel market is on the up.

The profile of the market is also changing as increasingly stringent emissions regulations hasten the introduction of fuel injection systems with sophisticated electronic control. Common Rail and EUI will be the dominant technologies for Delphi Diesel Systems in the coming years.

The aftermarket business will work with its established network to bring the new products and technologies to the market, with plans for introduction of Common Rail already at an advanced stage.

Alongside this, continued support and service for the 20 million or so Delphi diesel fuel injection systems already in use world-wide, remains at the core of the aftermarket business.

The brand may have changed to Delphi, but the skills of the people and their commitment to customer service remain as strong as ever.

FANFARE FOR THE COMMON RAIL

Significant fuel economy benefits with Delphi's common rail system!

To date more than \$2 billion worth of future business has been booked for the Delphi diesel common rail direct injection system. Of this \$800 million has been taken since the start of 2000.

Sales of Delphi's common rail system are growing because it provides significant fuel economy benefits and is considered to be a major building block to bring the benefits of diesel engines to a wider base of consumers.

Today's diesel engines are more powerful, smooth, quiet and clean than those produced even a few years ago. Common rail technology improves the diesel engine's fuel economy by 30-35% over conventional petrol engines and dramatically reduces emissions and noise.

The components of the system will be manufactured at the Delphi Diesel Systems facilities in Spain and France with the first vehicle on the road being the Renault Laguna from early 2001. Details of other important new vehicles fitted with the system will be announced in the near future.

COMMON RAIL - THE PRESSURE'S ON

The increasing application acceptance of diesel engines, particularly on passenger cars, is being enabled by major developments in diesel injection and catalytic exhaust control

technologies. The Delphi common rail fuel injection system represents the cutting edge diesel technology, providing benefits for both the automotive industry and consumers.

The benefits:

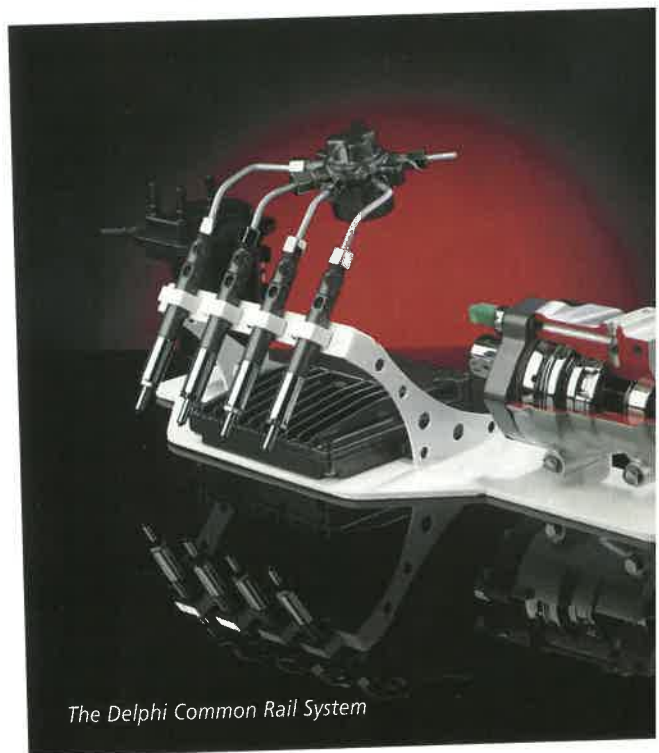
- accommodates all planned emissions legislation
- opportunity for pre-injection and post injection
- modular system
- compact
- full electronic control
- fuel economy
- enhanced reliability and performance
- potential for a variety of vehicle applications

One significant difference between the current generation of rotary pumps and the new common rail technology, are the pressures which the new systems are required to

Why do we need such high pressures?

Combustion is influenced by the size of droplets in the system. To meet pollution targets, injection hole size must be reduced

Why? ... Because smaller droplets of fuel time to burn completely in the combustion chamber, therefore eliminating smoke and unburnt fuel.



The Delphi Common Rail System

What about power and speed? With smaller holes, less fuel is allowed in at a given pressure, therefore reducing the power. In order to increase the power output, the amount of fuel injected! the pressure, and the number of holes in each nozzle has to be increased. This is what is made possible with the unique design of the Delphi common rail system.

Delphi common rail is a pressure and time based system designed for high-speed direct injection engines. Through its innovative design, the generation and control of high pressures are independent of the injection control.

The basic elements of the Delphi system are:

- balanced injectors
- modular rail (pressure accumulator)
- pump with integrated transfer pressure regulation
- flexible ECU
- replaceable filter

In this system, the optimum setting of injection parameters (injection pressure, number of injections, position of the injection and quantity for each injection) can be freely selected for each set of operating conditions.

However, development does not stop here. Delphi is also pursuing technology that will allow further refinement of direct injection diesel common rail systems using feedback from the combustion process.

Technologies such as ion sensing through the glowplug or cylinder pressure-based control are

being evaluated and developed. These direct feedback systems will compensate for fuel and other sources of variation, allowing them to outperform systems that use secondary information to achieve control.

WHO ARE DELPHI?

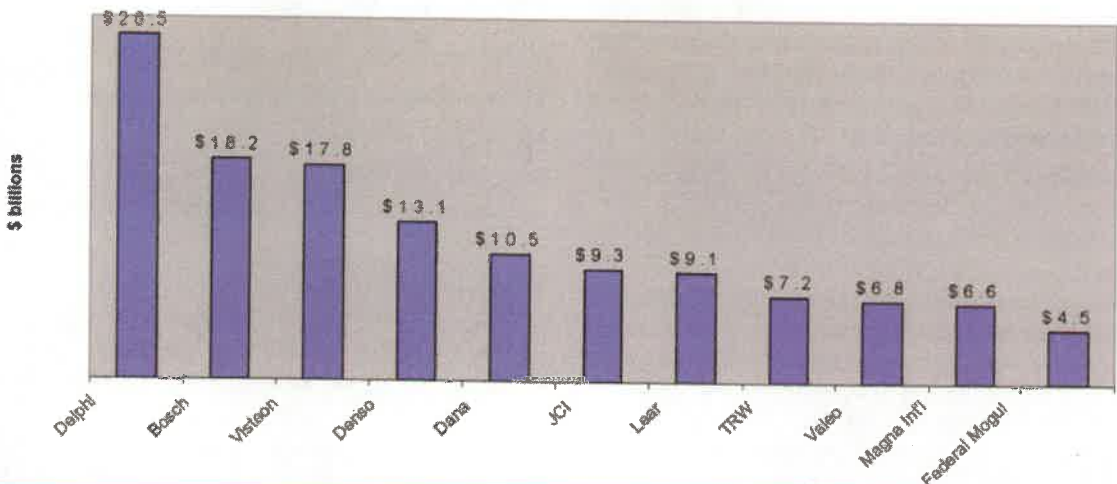
Based on 1998 sales, Delphi Automotive Systems are the largest automotive component supplier in the world. Their sales of \$28.5 billion were some 57% higher than their nearest rival Bosch at \$18.2 billion - and that's before the acquisition of the diesel business and Delphi Lockheed this year.

While the company has been known as 'Delphi' only since 1995, its seven divisions, organised from a collection of smaller manufacturing concerns, have existed and evolved over a period of 112 years. Many of its founding fathers are synonymous with automotive inventiveness: Packard, Remy, Kettering, Champion, and Harrison.

Together, these creative thinkers established an enduring legacy: rather than just be satisfied with meeting or exceeding customer expectations, they sought to change automotive transportation, as we know it.

Headquartered in Troy, Michigan, USA, Delphi Automotive Systems, previously a division of General Motors, became fully independent on 28 May 1999 and is now listed on the New York and Frankfurt stock exchanges. The company has around 216000 employees based at 184 wholly owned manufacturing sites, 44 joint

1998 Automotive Component Sales



ventures, 53 customer centres and sales offices and 31 technical centres in 40 countries around the world.

The company's vision is simple;

To be recognised by our customers as their best supplier!

Coupled with this is the mission:

To be the global leader in automotive systems and related product lines. We must work together with employees, suppliers and stakeholders to profitably provide high value solutions to our customers.'

The company intends to achieve this by focussing on:

- developing high-tech products
- growing through existing and new customers
- making operational improvements in all its facilities
- making effective use of its global presence
- actively pursuing partnerships & acquisitions

The list of Delphi's customers includes all the world's major vehicle manufacturers BMW, Daimler Chrysler, Daewoo, Fiat, Ford, GM, Honda, Hyundai, Isuzu, Mazda, Mitsubishi, Nissan, Opel, PSA Peugeot Citroen, Proton, Renault, Rover, Saab, Suzuki, Toyota, VAZ, Vauxhall, Volvo, VW Group.

AFTERMARKET

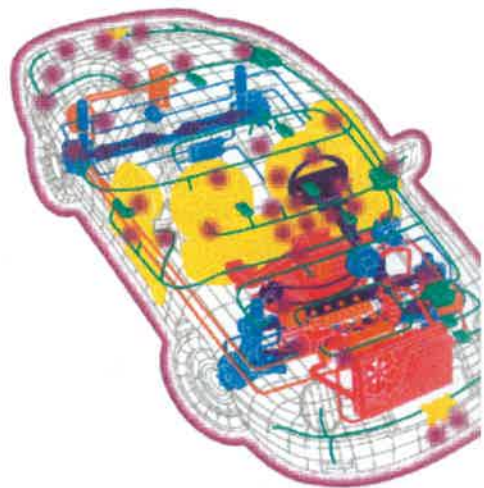
The Delphi aftermarket division and brand was formally launched in October 1999. There is a unique, premium brand to identify Delphi's aftermarket products and services, supported by a distinctive logo, product packaging, advertising and point of sale material.

The strong product coverage, global engineering and manufacturing capability and brand identity positions Delphi to be the single source supplier to the aftermarket.

As automotive products continue to grow in electronic content, sophistication and complexity, Delphi will feature extensive service programmes, technical education, diagnostic support and product analysis to support the needs of our aftermarket customers.

WHAT DO THEY DO?

Delphi divisions work collaboratively on products to meet the needs of customers that can only be satisfied by combining one or more



of our capabilities. The organisation of these three business sectors helps formalise the natural divisional synergy that already exists, which is important as the trend toward single responsibility for design and development of complete vehicle systems grows.

Delphi's three business sectors are:

- Safety, Thermal and Electrical Architecture
- Dynamics and propulsions
- Electronics and Mobile Communication

Safety Thermal and Electrical Architecture are comprised of a wide range of integrated interior products to ease manufacturer assembly and enhance vehicle marketability. The sector offers a modular cockpit, for example, that includes fully integrated interior systems, thermal products such as powertrain cooling and climate control systems, and electrical/electronic systems to support the electronic needs of the entire vehicle.

The three divisions within this business sector are:

- Delphi Harrison Thermal Systems: climate control and engine/transmission cooling systems.
- Delphi Interior Systems: instrument panel, airbag systems, steering wheels, door modules, trim and related hardware.
- Delphi Packard Electric Systems: vehicle wiring, sensors, integrated electronics, electrical/electronic connections systems and low current systems.

Dynamics & Propulsion focuses on providing superior ride and handling performance, with reduced mass and improved fuel efficiency through a wide range of engine and energy management systems. An example of how the sector delivers this is Traxxar™! a vehicle stability enhancement system that integrates all major chassis control systems - steering, braking, suspension and powertrain.

This sector comprises:

- Delphi Energy & Chassis systems: air/fuel systems (including diesel), ignition, exhaust after treatment, electric and hybrid vehicle propulsion, fuel handling and evaporative systems, energy and storage conversion, valve train, sensors, solenoids, chassis systems and modules, intelligent chassis control, complete

brake systems, wheel brake components, wheel bearing modules, suspension dampers and damper modules.

- Delphi Saginaw Steering Systems. vehicle control systems (i.e. steering columns, power steering pumps, steering gears), and drive line systems (i.e. half shafts. CV joints).

Delphi's Electronics and Mobile

Communications sector is one of the leading providers of automotive electronics products, and will provide many of the enabling sensor and actuator technologies to drive future Delphi developments. The sector also offers a wide variety of audio and communications systems for the vehicle, including Mobile Multi-Media, which enhances communication; information and entertainment access in vehicle cockpits.

DELPHI'S GARAGE OF THE FUTURE

As technology on new cars becomes rapidly more sophisticated, many garages are looking five to ten years ahead to identify the service requirements of the next generation of vehicles. Advances such as direct diesel injection will require new service skills and facilities that are fundamentally different to those offered by most garages today. Together with garage management and web technology, there will be a tremendous opportunity for workshops to start preparing now for what could be the most significant developments in the aftermarket for many years.

For example, the recent confirmation that independents will have access to European On Board Diagnostic (EOBD) data shows how those with the vision could start planning now. This gives independent garages the ability to diagnose problems in the same way as a franchised dealer, putting them on a level playing field. Delphi is already talking to the specialist systems suppliers to see how the diagnostic equipment can be made available at an affordable price.

Delphi presented its vision of a garage of the future at the recent Automechanika exhibition in Germany including ideas such as integrated garage management systems, web-based sales and marketing systems tied-in with nationally-promoted brands, and training in areas of new technology and customer relationship management.

In the Garage of the Future, technicians will have sufficient data about the car and its problems to make a broad diagnosis even before the vehicle is in the workshop. EOBD data will be sent by telemetry to the service manager, telling him how each system on the car is performing and which key components need to be replaced. The car will then be able to automatically liaise with the garage and the driver, perhaps using voice communications, to book the car in at a convenient time. When the vehicle comes into the workshop, it may have an under-car barcode that is automatically scanned to download its specification and past workshop history. Parts will already have been ordered and the repair can start immediately.

The garage itself may include a workshop area not dissimilar to today's, as well as a high-tech super-clean area for work on precision systems such as direct diesel injection. Technologies such as this are important because they offer lower emissions and increased performance, but they will require new skills and facilities including clean conditions to protect them from dust and unwanted grease.

There will also be opportunities in new product areas, such as electronic systems, mobile multimedia (which gives e-mail, video-on-demand and Internet access in the car) and very sophisticated comfort, security and personalisation features. As car content increases and mechanical systems become more

durable, it will be very important for garages to keep their skills up-to-date. In ten years time, the demand for today's mechanical replacement work will have reduced dramatically.

The positive side to this is that higher skill levels mean more opportunities, more security and much better pay for those willing to take additional training.

Garage of the future - A virtual reality

In Delphi's virtual reality Garage of the Future a young woman is driving to work when her car self diagnoses a problem. The car automatically takes the best course of action, in this case limiting the maximum speed. It then contacts the service network via its on-board communication system.

By the time she gets home, the system has checked her personal diary on her PC and booked the first suitable date to have the

necessary work completed at the nearest service centre. She is asked to confirm or change the provisional booking. Data from the EOBD on-board diagnostic system is downloaded by the garage, which can then order any additional parts required for the job.

On the day, the car is automatically checked in by driving over a scanner as it enters the service

bay. This immediately brings up the car's service history and current work schedule on the centre's computer system. This computer identifies a 'low stock' situation on one of the parts that will be used and automatically puts an order to the main distributor.

The qualified mechanic's first job is to check how the car has been running by downloading from the main menu on the on-board computer the current settings for diagnosis. The car is then raised to the ideal angle and height for the brake system to be checked and the required

work to be completed. Procedures are screened by the computer to assist the mechanic at each stage.

Once rectified, new settings are uploaded for the on-board computer to ensure all the car's systems are performing to optimum level. To complete the process, by the time she gets home with her car now performing

perfectly, she has a message on her PC. This tells her that her car's service records have been updated and all service and parts guarantees have been noted on the files. The agreed bill has been settled in full directly with her bank, and finally there is a note of when the car's next service is due... But she shouldn't worry, the system will remind her itself nearer the time.



DENSO Product Introduction

IN this issue we complete the introduction of ECD-V5 electronic controlled diesel injection pump. This issue deals with suction and injection of the fuel. Due to the very high pressures generated inside an ECD-V5 injection

pump, the solenoid spill valve requires a direction acting type of valve. This style reduces heat generation from the current supply and allows a more accurate control mechanism. Refer to diagram on opposite page.

3 Fuel Force Feed and Injection

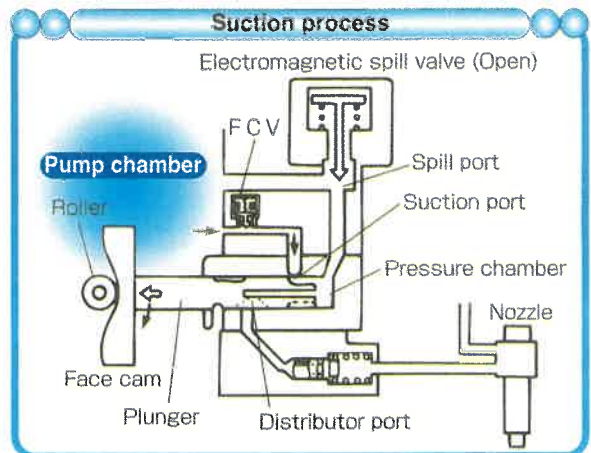
Force feeding of the fuel and the distribution mechanism are basically the same as the original ECD-V3 pump, however, one area is different due to the adoption of a new electromagnetic spill valve (Direct acting type).

The electromagnetic valve provides a passage which connects the pump chamber and pressure chamber for the plunger, and remains closed when current flow is supplied to the coil. (Refer to the previous page for details on the electromagnetic spill valve)

3-1 Suction

Fuel is sucked into the pressure chamber when the plunger is being lowered.

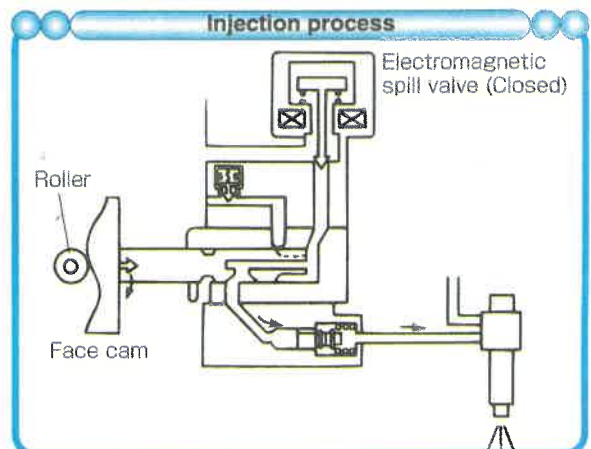
- Electromagnetic spill valve: Open
- Suction/spill port : Open
- Distributor port : Closed



3-2 Injection

Fuel is force fed by raising the rotating plunger.

- Electromagnetic spill valve: Closed
- Suction/spill port : Closed
- Distributor port : Open



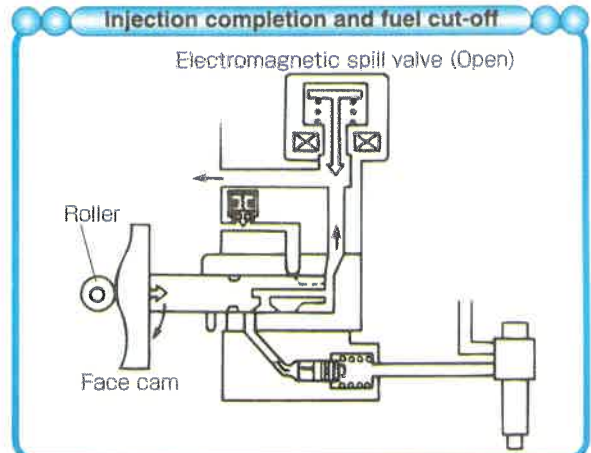
3-3 Injection complete

The spill port is opened when current flow to the electromagnetic spill valve is interrupted. The fuel pressurized at high pressure inside the plunger is forced to return to the pump chamber to decrease the pressure, thus completing the forced feeding.

3-4 Fuel cut-off

Current flow is interrupted to the electromagnetic spill valve and the spill port is maintained in the open status when the fuel is cut-off.

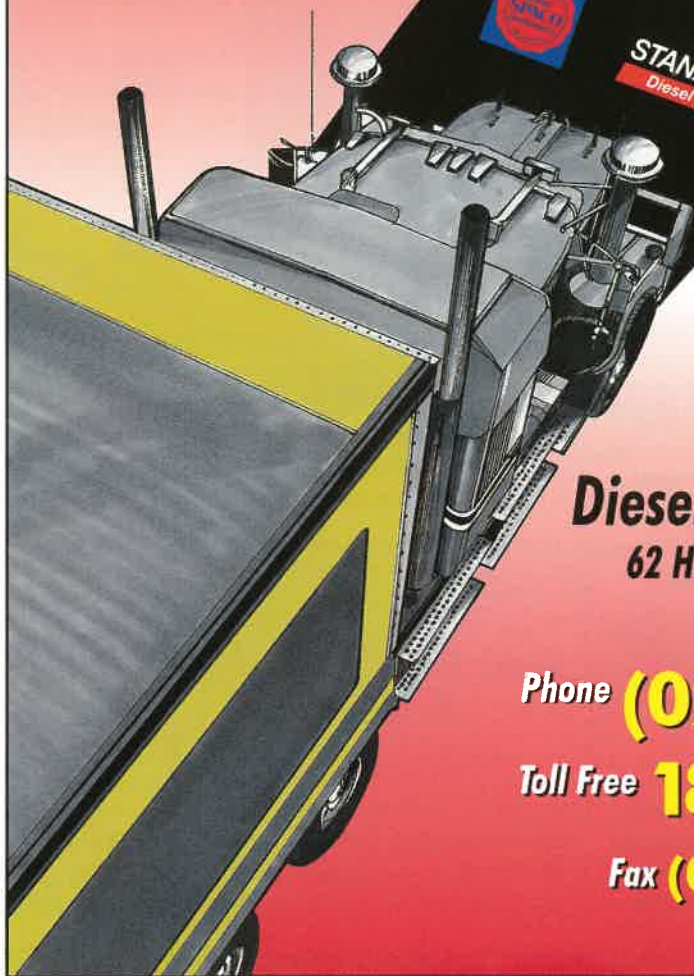
Accordingly, the fuel will not be force fed even if the plunger is raised. All the more for because fuel cut-off is executed by the closing of the fuel cut-off valve (FCV) when the electromagnetic spill valve is maintained in the closed status.



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Personality Profile

WAYNE BASKERVILLE



The young Wayne Baskerville



The mature Wayne Baskerville

WAYNE CARL BASKERVILLE was born to Margaret and Keith Baskerville on 24 July 1962 at 7.15 pm and weighed in at 9 lb 1/2 oz. Wayne is the youngest of the family, with a sister Jacqueline and a brother Lionel. His father was a motor mechanic and Wayne followed in his father's footsteps in the automotive industry.

In January 1968, young Wayne started school at Kyogle Public School. In 1973 he completed his primary schooling and went on to Kyogle High at the start of 1974. He completed his secondary education in 1978.

Wayne started his working life as a first year apprentice with Lismore Diesel Service, under the watchful eye of Merv Bryant. He attended Lismore TAFE and received his papers as a Motor Mechanic in June 1983.

He is known for his care and attention to detail in his work as a fuel injection technician, but is notorious for his short temper. The story goes that he had a run-in with a sliding door, that ended up in little pieces as it did not open and shut in a manner to his liking. He frustrated Merv's brother Ivan so much one day, that he popped a bean ball from a governor weight assembly that left him KO'd on the shop floor.

While working for Lismore Diesel, Wayne came involved in building a Dragster. Unfortunately after many hours of work the dragster never saw the racetrack. Wayne had better luck with his Holden panel van. He fitted up the engine and the interior was fitted in the livery of the day. Wayne often slept in the van after a night out with the boys. He would be woken up by Merv knocking on the side panel on a Saturday morning, as he had work and instead of going home it was easier to just park outside the workshop. This way he could be sure he was not late for work.

On the 18 November 1993 Wayne left Lismore Diesel and set off on a working holiday around Australia. He had converted a 330 Bedford bus into a mobile home and this means of transport was to be his home for the next three years or so.

In 1996 Wayne had arrived back in Adelaide and was working for Don Wilkey at Adelaide Fuel Injection Service. Don had recently purchased a BJ Diesel in Dandenong, Victoria and as Kevin Cripps had decided to retire,

Don offered Wayne the job of managing BJ's.

Wayne and Don embarked on the task of renovating and installing new equipment at BJ's. This project has seen the premises become among the top diesel shops in Victoria and indeed Australia.

The bus has gone and Wayne now owns a house in Rowville, only a few kilometres from work. On most Thursday nights he can be found at the Ferntree Gully hotel with Geoff Rankin, discussing the future of the diesel industry, enjoying a meal and a few cold ales.

Recently Wayne took up sailing. He has an Impulse yacht and can be seen racing it around the Lysterfield Lake as often as he can find time. He loves to sail when the wind is up to about 30 knots, a throw-back to his unfulfilled drag racing days. Unfortunately the sailing club members don't share his enthusiasm for thrills and spills and more often than not cancel the races when the wind gets too strong.

In December 2000 Wayne was elected Chairman of the Victorian/Tasmanian Branch of AADS. He is looking forward to the challenge of providing an informative and active branch and hopes that the members will support him in this new endeavour. We wish him luck.

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A fuel injection pump before and after VAQUA processing.

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BASIC GUIDE TO AUSSIE LIFE

The bigger the hat, the smaller the farm.

The shorter the nickname, the more they like you.

Whether it's the opening of Parliament, or the launch of new art gallery, there is no Australian event that cannot be improved by a sausage sizzle.

If the guy next to you is swearing like a wharfie he's probably a media billionaire. Or on the other hand, he may be a wharfie.

There is no food that cannot be improved by the application of tomato sauce.

On the beach, all Australians hide their keys and wallets by placing them inside their sandals. No thief has ever worked this out.

Industrial design knows of no article more useful than a plastic milk crate.

The alpha male in any group is he who takes the barbecue tongs from the hands of the host and blithely begins turning the snags.

It's not summer until the steering wheel is too hot to hold.

A thong is not a piece of scanty swimwear, as in America, but a fine example of Australian footwear. A group of sheilas wearing black rubber thongs may not be as exciting as you'd hoped.

It is proper to refer to your best friend as 'a total stard'. By contrast, your worst enemy is a bit of a bastard.

Historians believe the widespread use of the word 'mate' can be traced to the harsh conditions on the Australian frontier in the 1890s, and the development of a code of mutual aid, or 'mateship'. Alternatively, Australians may just really hopeless with names.

The wise man chooses a partner who is attractive not only to himself, but to the mosquitoes.

If it can't be fixed with pantyhose and fencing wire, it's not worth fixing.

The most popular and widely praised family in any street is the one that has the swimming pool.

All our best heroes are losers.

◆ It's considered better to be down on your luck than up yourself.

◆ The phrase "we've got a great lifestyle" means everyone in the family drinks too much.

◆ If invited to a party, you should take cheap red wine and then spend all night drinking the host's beer. (Don't worry, he'll have catered for it).

◆ If there's any sort of free event or party within a hundred kilometres, you'd be a mug not to go.

◆ The phrase "a simple picnic" is not known. You should take everything you own. If you don't need to make three trips back to the car, you're not trying.

◆ Unless ethnic or a Pom, you are not permitted to sit down in your front yard, or on your front porch. Pottering about, gardening or leaning on the fence is acceptable. Just don't sit. That's what backyards are for.

◆ The tarred road always ends just after the house of the local mayor.

◆ On picnics, the Esky is always too small, creating a food versus grog battle that can only ever be resolved by leaving the salad at home.

◆ When on a country holiday, the neon sign advertising the motel's pool will always be slightly larger than the pool itself.

◆ The men are tough, but the women are tougher.

◆ The chief test of manhood is one's ability to install a beach umbrella in high winds.

◆ Australians love new technology. Years after their introduction, most conversations on mobile phones are principally about the fact that the call is "being made on my mobile".

◆ There comes a time in every Australian's life when he/she realises that the Aerogard is a darn sight worse than the flies.

◆ And, finally, don't let the tourist books fool you. No-one EVER says "cobber" to anyone ... EVER!

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VALE – BRUCE MASON

BRUCE MASON was born at Leongatha, Victoria on 28 May 1954, the youngest of four children. His father was an agriculture contractor and so Bruce's interest in machinery of all types began at an early age. As a fourteen-year-old schoolboy, in 1968, Bruce could turn up at Leongatha Diesel Injection Service after school. Ted Elliott would put him to work sweeping floors and cleaning injectors.

In 5/2/1971 he was officially engaged as an apprentice to Ted at LFIS. Bruce gained very high marks throughout his apprenticeship, receiving an award in motor mechanics in 1973. He also served his apprenticeship "cooking crayfish" in the back yard at LFIS, where many enjoyable occasions are recorded on film, along with a few cold stubbies and many fond memories.



Bruce Macdonald Mason
28/5/54–12/1/01

Manner crabs the delicacy of the West.

He returned to Victoria in 1978, in time to manage Latrobe Valley Diesel Service in Morwell, as Ted Elliott had recently acquired the business and had been looking for someone to manage it for him.

Bruce's passion was working on challenging diesel fuel pumps. His expertise in fuel injection was well known throughout Victoria and Australia. He knew almost every type of fuel pump available - if he didn't he would make it his business to do so. He could read a workshop manual and remember every detail. He attended AADS and manufacturers schools as often as possible, so as to keep up his diesel injection knowledge.

On 28 November 1987, Bruce and Sharon were married at St Aidans Newborough. His new status involved L-plates as a father, as he also acquired three children as well as a wife, all without instruction manuals. Bruce gave it his best, especially the great gift of being there to listen and encourage.

Bruce was a dedicated supporter of the Essendon Football Club. Inside the house is a large doll in Essendon football gear with number eight on its back. The number of Darren Bewick, his favourite player.

In July 1989 Bruce purchased Latrobe Valley Diesel Service from Ted and ran it pretty much on his own until his illness. If you wanted to contact Bruce he could be found at Latrobe Valley Diesel Service, any day of the week including weekends. He was a master of fuel injection systems.

Bruce passed away quite suddenly only a few months after being diagnosed with cancer. It spread more rapidly than anyone or even he realised. Unfortunately he has taken a lot of knowledge with him, as there was no time to pass it on. He will be sadly missed in the industry and by his family and many friends.



In 1974 he was lured to the West for a few years and worked with companies such as All West Diesel, Hallams, Advance Diesel and International Harvester. During this time he made many friends and gained a wealth of knowledge in fuel injection. He also added to his cooking expertise, learning the art of catching, cooking and enjoying, with a few stubbies, Blue

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A LETTER TO THE EDITOR

Dear Mick,

I have read with interest the letter from Hans Dragt that appeared in the December issue of Diesel Torque. In his letter he states that MTA members are not equipped to carry out diesel fuel injection repairs. I would like to point out to him that Diesel Services Auckland Ltd. has been a member of the MTA since 1983, and has been repairing fuel injection systems since its inception in 1978.

When the Auckland Regional Council sought repairers to carry out the work they required, they were looking for financial support for their campaign. The MTA has 4000 members in New Zealand, while the AADS has only 40.

The ARC at the time could not know that they would receive over 35000 calls to the 0800 hot line, and that 60% of these calls would be about diesel powered vehicles. From the 35000 calls made 17000 were reports on vehicles emitting excessive smoke. Of these 17000, 10200 were diesel powered.

If all the diesel vehicle owners were to have their vehicles inspected and worked on during the campaign, AADS members in the Auckland area would not have been able to handle the enormous amount of work required.

I am aware that the AADS workshops in the Auckland region did see an increase in service work during the campaign. This came from their customers and their normal customer base. We must not lose sight of the fact that diesel vehicle owners, who did receive a letter from the ARC, may not have been able to afford to repair their vehicles, as many of them would cost more to repair than they are worth.

The 0800SMOKEY campaign is a great idea and I fully support it, but it is not going to create the amount of extra work that some people may think. Our members need to get out into the market and sell their services to the wide and varied diesel vehicle owners market. They need to promote their own services and not rely on others to do it for them.

Being a member of more than one Automotive Association is the way of the future. It will certainly offer more opportunities to expand your business horizons and keep you ahead of your competitors in this rapidly changing automotive industry.

Mike Hurley

Manager, Diesel Services Auckland Ltd.

ANOTHER LETTER TO THE EDITOR

Dear Mick,

Congratulations to the organisers of the AADS N.S.W. Branch meeting held at Bowral on 10th February. The meeting commenced with an informative and professional presentation by Roger Portlock on the DDEC electronic system for Detroit engines. It was great to hear lively and constructive discussion on AADS matters and I look forward to the next meeting in the vineyard district of Mudgee in July. Don't forget your wine sampling glasses!

John Harris

Canobolas Diesel & Turbo

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Harry Ellison
A.D.S. President 2000-2002

AS the first A.D.S. President of the new millenium, I am looking forward to continuing the success of the Association that has been established by the previous leaders. Over the past 50 years, the diesel fuel injection service industry has had many changes that impacted our businesses. With the hard work of volunteer leaders and members, the Association has provided services and programs that have helped your businesses survive and thrive. As a result of this success, the Association has become a stronger and better organization for its members.

It is the board's plan to focus its efforts in the following four areas to provide you with the programs and services that will allow you to remain the "diesel fuel injection experts":

- **TECHNICIAN DEVELOPMENT**
- **ON-BOARD DIAGNOSTICS TRAINING**
- **NATIONWIDE WARRANTY**
- **ENHANCE PUBLIC AWARENESS**

The Association will succeed and prosper only if we all work together to provide solutions to the challenges that new technology presents.

Harry Ellison,
President, A.D.S.

ONE FOR THE SUB-EDITORS IN US ALL

The Herald Sun's 24 Best Newspaper Headlines of 2000

- | | |
|---|---|
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| 2 Include Your Children When Baking Cookies | 14 Stolen Painting Found by Tree |
| 3 Police Begin Campaign to Run Down Jay Walkers | 15 Local High School Dropouts Cut in Half |
| 4 Drunks Get Nine Months in Violin Case | 16 War Dims Hope for Peace |
| 5 Iraqi Head Seeks Arms | 17 If Strike Isn't Settled Quickly, It May Last a While |
| 6 Prostitutes Appeal to Pope | 18 Couple Slain. Police Suspect Homicide |
| 7 Panda Mating Fails; Veterinarian Takes Over | 19 Man Stuck by Lightning Faces Battery Charge |
| 8 British Left Waffles on Falkland Islands | 20 New Study of Obesity Looks for Larger Test Group |
| 9 Teacher Strike Idles Kids | 21 Astronaut Takes Blame for Gas in Space |
| 10 Clinton Wins Budget, More Lies Ahead | 22 Kids Make Nutritious Snacks |
| 11 Plane Too Close to Ground, Crash Probe Told | 23 Two Sisters Reunited After 18 Years in Checkout Counter |
| 12 Miners Refuse to Work After Death | 24 Typhoon Rips Through Cemetery; Hundreds Dead |

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364 Edward Street, Wagga Wagga, N.S.W. 2650, Australia

Tel: (02) 6925 3722, (02) 6925 4348 Fax: (02) 6925 3314

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